

CITY OF KEIZER MISSION STATEMENT
**KEEP CITY GOVERNMENT COSTS AND SERVICES TO A MINIMUM BY PROVIDING CITY
SERVICES TO THE COMMUNITY IN A COORDINATED, EFFICIENT AND LEAST COST FASHION**

A G E N D A
KEIZER CITY COUNCIL
EXECUTIVE SESSION

Monday, June 6, 2005

6:00 p.m.

Keizer City Hall
Keizer, Oregon 97303

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **DISCUSSION**
 - a. Pursuant to ORS 192.660(2)(d) – To conduct deliberations with persons designated by the governing body to carry on labor negotiations.
4. **ADJOURN**

The Oregon Public Meeting Law authorizes governing bodies to meet in executive session in certain limited situations. An executive session is defined as any meeting or part of a meeting of a governing body which is closed to certain persons for deliberations on certain matters as defined by ORS 192.660. These sessions are closed to the public. The media may attend the session, unless the Oregon State Statutes specifically prohibits media attendance. The governing body is not allowed to take any final action or make any final decisions during the executive sessions. Any final action or decision must be made after returning or at the next regularly scheduled meeting.

CITY OF KEIZER MISSION STATEMENT
**KEEP CITY GOVERNMENT COSTS AND SERVICES TO A MINIMUM BY PROVIDING CITY SERVICES TO
THE COMMUNITY IN A COORDINATED, EFFICIENT, AND LEAST COST FASHION**

AGENDA

KEIZER CITY COUNCIL

REGULAR SESSION

Monday, June 6, 2005

7:00 p.m.

**Robert L. Simon Council Chambers
Keizer, Oregon 97303**

1. CALL TO ORDER

2. ROLL CALL

3. FLAG SALUTE

4. PUBLIC TESTIMONY

***This time is provided for citizens to address the Council on any matters
other than those on the agenda scheduled for public hearing***

5. COMMITTEE REPORTS

a. Oath of Office – Keizer Police Officer Dan Carroll

**b. Presentation by McNary High School Science Class – Garry Miller (Plant
Design for Bio-Swales at Claggett Creek Park**

6. PUBLIC HEARINGS

**a. RESOLUTION – Exemption of Keizer Station Boulevard and Tepper Lane
Railroad Undercrossing Contracts from Competitive Bidding and
Authorizing Contract with Portland and Western Railroad to Construct the
Keizer Station Boulevard and Tepper Lane Railroad Undercrossings**

7. OTHER BUSINESS

***This time is provided to allow the Mayor, City Council members, or staff an
opportunity to bring new or old matters before the Council that are not on
tonight's agenda.***

a. New Business

- **Neighborhood Association Task Force**

b. Old Business

8. **ADMINISTRATIVE ACTION**

- a. **ORDINANCE** – In the matter of the application of Stan K. Teets for a Comprehensive Plan Map Amendment From Low Density Residential (LDR) to Medium High Density Residential (MHDR) and a Zone Change From Residential Single Family (RS) to Medium Density Residential (RM) for Property Located at 800 and 84 0 Chemawa Road NE – Case No. 2005-06

9. **CONSENT CALENDAR**

- a. **RESOLUTION** – Extending Workers Compensation Insurance to City of Keizer Volunteers
- b. Approval of May 4, 2005 Special Session Minutes

10. **WRITTEN COMMUNICATIONS**

To inform the Council of significant written communications.

11. **AGENDA INPUT**

June 13, 2005

5:30 p.m. City Council Work Session

June 20, 2005

6:30 p.m. Urban Renewal Agency Meeting

- 2005-06 Urban Renewal Budget
- 2004-05 Supplemental Budget

7:00 p.m. City Council Regular Session

- 2005-06 Budget Public Hearing
- Adoption of 2005-06 Budget and Various Other Budget Related Resolutions
- 2004-05 Supplemental Budget

July 5, 2005 (Tuesday)

7:00 p.m. City Council Regular Session

12. **ADJOURN**

COUNCIL MEETING:
AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND COUNCIL MEMBERS

THROUGH : CHRIS EPPLEY
CITY MANAGER

FROM: H. MARC ADAMS
CHIEF OF POLICE

SUBJECT Oath of Office for Police Officer

ISSUE: New police officer Dan Carroll swearing in.

Dan Carroll is the newest member of the Keizer Police Department. Dan is a lateral transfer from the Seaside, Oregon, Police Department and has an intermediate certificate from the Police Academy. Dan served in the Patrol Division at the SPD for the last three years and was assigned to Seaside's High Risk Response Team as well as the Clatsop County Interagency Narcotics Task Force. He is a graduate of Southern Oregon University with a Bachelor degree in Criminology. Dan is a native of Milwaukie, Oregon.

FISCAL IMPACT:

Dan is already a certified Oregon police officer so he will not need to attend the Police Academy. His position is a currently budgeted vacant position. There will be no addition budgetary impact.

RECOMMENDATION:

City Attorney to perform oath of office to Officer Dan Carroll.

CITY COUNCIL MEETING: _____

AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND CITY COUNCIL MEMBERS

THROUGH: CHRIS EPPLEY
CITY MANAGER

FROM: ROB KISSLER
DIRECTOR OF PUBLIC WORKS

SUBJECT: KEIZER STATION BLVD. RAIL UNDERCROSSING CONSTRUCTION
EXEMPTION

DATE: JUNE 2, 2005

BACKGROUND:

Public Works staff was directed to develop transportation access solutions for the Chemawa Activity Center Areas A,B,C, and D in spring of 2002. During this process several options were considered and City Council concurred with staff that the new Radiant Drive (Keizer Station Blvd) undercrossing proposal was the most cost effective option.

Staff immediately engaged in general discussions with the P&W Railroad and ODOT Rail to determine the process for constructing a roadway undercrossing at Radiant Drive and Tepper Lane. P&W Railroad indicated to City staff a 48 hour shut down of the rail system is possible with the appropriate contractor. P&W Railroad allowing a 48 hour shut down equates into substantial cost savings. Wildish Construction as the contractor of choice has constructed other projects along the P&W Railroad providing safe, cost effective and quality work. P&W Staff, Engineers and Contractor have created a design build team to substantially reduce costs to the City. Wildish has indicated their commitment to meet the undercrossing construction schedule which will avoid potential Keizer Station Blvd completion delays into Area A.

FISCAL IMPACT:

Funds for this project are included in the recently formed Keizer Station Plan IID (Local Improvement District).

RECOMMENDATION:

Staff recommends that City Council adopt the attached resolution authoring the City Manager enter into a contract agreement with the P&W Railroad to construct Keizer Station Boulevard and Tepper Railroad Undercrossings.

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2 Resolution R2005-_____

3 EXEMPTION OF KEIZER STATION BOULEVARD AND TEPPER
4 LANE RAILROAD UNDERCROSSING CONTRACTS FROM
5 COMPETITIVE BIDDING AND AUTHORIZING CONTRACT WITH
6 PORTLAND & WESTERN RAILROAD TO CONSTRUCT THE
7 KEIZER STATION BOULEVARD AND TEPPER LANE RAILROAD
8 UNDERCROSSINGS

9 The City of Keizer makes the following findings:

10 The Keizer Urban Renewal Agency has entered into a Development and
11 Disposition Agreement (DDA) with Northwest National LLC to develop the Interstate
12 5 interchange area known as "Keizer Station".

13 A portion of the DDA calls for a local improvement district established by the
14 City of Keizer to fund the public improvements in the Keizer Station area.

15 The engineering designs for the Keizer Station Boulevard (formerly known as
16 Radiant Drive) and Tepper Lane railroad undercrossings were previously exempted from
17 competitive bidding under Resolution R2004-1534 due to the unique expertise needed
18 for railroad right-of-way projects.

19 Notice of public hearing on the proposed exemption of the construction contracts
20 for the Keizer Station Boulevard and Tepper Lane railroad undercrossings and
21 contracting with Portland and Western Railroad to construct those projects was
22 published as required by ORS 279C.335(4)(b).

1 A public hearing was held to take comments on the draft findings for an
2 exemption of the Keizer Station Boulevard and Tepper Lane railroad undercrossing
3 contracts from competitive bidding and contracting with Portland and Western Railroad
4 to be the contractor for these projects.

5 The Keizer Station area has remained underdeveloped since Keizer's
6 incorporation in 1982. Over the years, the City has received little substantive interest in
7 developing this interchange area until Northwest National LLC proposed its
8 development. Market conditions, planning limitations and the lack of public
9 infrastructure in the interchange area limited development possibilities. Northwest
10 National LLC's proposal recognized these limitations and proposed development of all
11 of Area A of Keizer Station along with the public improvements both in Area A and
12 those improvements and transportation elements located outside Area A that are
13 necessary to service the interchange area in order to make a commercially viable project.
14 The Keizer Urban Renewal Agency negotiated a development and disposition agreement
15 with Northwest National to develop the Keizer Station area. A portion of that
16 development agreement allows for a local improvement district established by the City
17 of Keizer for the public improvements in the Keizer Station area. Pursuant to the DDA,
18 Northwest National LLC developed a master plan for the entire Keizer Station area
19 including the public improvements required outside and within the proposed local
20 improvement district for the Keizer Station area.

1 A significant portion of the public improvements involves the interplay between
2 surface vehicular and pedestrian traffic and the Portland and Western railroad line that
3 runs through the project. Under the Keizer Station plan, there is one vehicle
4 undercrossing for Keizer Station Boulevard and one pedestrian undercrossing of the
5 railroad line at Tepper Lane. Specialized expertise and experience in undercrossing
6 construction is necessary to minimize the impact on Portland and Western rail traffic.
7 The building of these undercrossings also requires significant cooperation between
8 Portland and Western Railroad, the engineering design team and the construction
9 contractor building the projects. Portland and Western has worked with the design
10 engineers and Wildish Construction previously on undercrossing projects. Portland and
11 Western recommends Wildish construction because of its exemplary railroad
12 construction expertise and safety based upon its previous performances on Portland and
13 Western projects. (See Portland and Western letter dated May 15, 2005 attached hereto
14 and by this reference incorporated herein.) Few companies in this area have expertise
15 and experience in undercrossing construction. Selecting a contractor with expertise and
16 experience in railroad undercrossings yields valuable engineering benefits and helps
17 keep the project within budget limitations. Wildish employees have been working with
18 the design engineering consultants and have already made significant value engineer
19 contributions. Selecting Portland and Western Railroad and Wildish Construction avoids
20 project delays that would result from the time spent obtaining ODOT and Portland and
21 Western's approval of an unfamiliar construction company. Wildish Construction's

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1 railroad undercrossing experience will benefit the public through its cost control and
2 timely completion of the project.

3 Construction in the railroad right-of-way involves significant public safety
4 concerns. The experience that Portland and Western and Wildish Construction have in
5 working together on these projects will minimize the risk of both rail and construction
6 accidents.

7 Wildish's experience in constructing undercrossings will result in a well built
8 project adhering to design specifications thereby minimizing follow-up maintenance
9 costs to the City.

10 The competitive bidding/proposal procedure would substantially delay
11 construction of this project which is proceeding under an accelerated schedule. The
12 Keizer Station construction schedule requires that these construction contracts be
13 awarded as soon as possible. The contract exemption and selection of Portland and
14 Western Railroad promotes the public interest in completing this project on the proposed
15 schedule. Avoiding the expense of competitive bidding will also assist in keeping the
16 project within the estimated total cost of \$1,500,000.00.

17 Wildish Construction is well qualified to construct these projects. Wildish is a
18 general construction company licensed in Oregon and several other states with
19 headquarters in Eugene, Oregon. The company was founded in 1935. Their work has
20 often required them to tunnel under freeways and railroads. Wildish recently worked on
21 the 181st Avenue/I-84 highway project in the Portland Metropolitan Area. That project

1 included building six bridges and constructing two cast-in-place retaining walls while
2 freeway traffic moved above and commuter traffic moved below unabated. The 181st
3 Avenue project also included a railroad bridge at the east end which was value
4 engineered by Wildish. Wildish has often worked with Oregon Department of
5 Transportation rules and is familiar with those requirements, especially as they pertain
6 to railroads.

7 BE IT RESOLVED that the City of Keizer approves the findings set forth above
8 and approves the additional finding that it is unlikely that the exemption of Keizer
9 Station Boulevard and Tepper Lane railroad undercrossing construction contracts from
10 competitive bidding will encourage favoritism in the awarding of public contracts or
11 substantially diminish competition for public contracts.

12 BE IT FURTHER RESOLVED that the City of Keizer approves the additional
13 finding that the awarding of public contracts pursuant to the exemption of the Keizer
14 Station Boulevard and Tepper Lane railroad undercrossing construction contracts from
15 competitive bidding will result in substantial costs savings to the City of Keizer and the
16 Keizer Urban Renewal Agency.

17 BE IT FURTHER RESOLVED by the City of Keizer that the contract for the
18 construction for the Keizer Station Boulevard and Tepper Lane railroad undercrossing
19 is exempt from competitive bidding requirements based upon the findings set forth
20 herein.

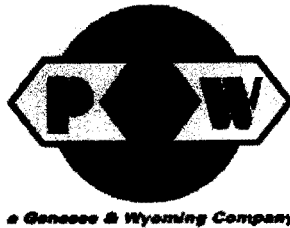
1 BE IT FURTHER RESOLVED that the City Manager of the City of Keizer is
2 authorized to enter into an agreement with Portland and Western Railroad to construct
3 the Keizer Station Boulevard and Tepper Lane railroad undercrossings and related public
4 improvements and transportation elements as contemplated by the DDA and Keizer
5 Station master plan and amendments thereto.

6 PASSED this _____ day of _____, 2005

7 SIGNED this _____ day of _____, 2005

8 _____
9 Mayor

10 _____
11 City Recorder



May 15, 2005

Mr. Rob Kissler
Director of Public Works
City of Keizer
930 Chemawa Rd. N.E.
Keizer, OR 97303

Subject: Radiant Drive and Tepper Lane Projects – City of Keizer

In order to facilitate the projected timeline for construction of both the Radiant Drive and Tepper Lane projects, minimize interruption and down time of the railway system that would disrupt transit time of our customer's goods, and promote a coordinated effort for both the City of Keizer and Portland & Western Railroad to achieve a value engineered project for both the roadway and railway systems, Portland & Western Railroad requested that a design-build project for both Radiant Drive and Tepper Lane be implemented as prescribed under Department of Transportation's Title 23 Part 636 - Design Build and Part 646 - Railroads for that portion of work being conducted within the railway's right-of-way and directly effects its track components.

In order to proceed, Portland & Western assembled David Evans Engineering and Wildish Construction to participate in both of its design and construction phases of the project, since both have exemplary railroad engineering, construction safety and performance on the Portland & Western Railroad.

This is conditioned; however, that David Evans, Wildish, Portland & Western Railroad, and the City of Keizer cooperate jointly and severely in value engineering practices that manages the systematic application of recognized techniques by multi-disciplined team to identify the function of a product or service, establish a economical worth for that function, generate alternatives through the use of creative thinking, and provide the needed functions to accomplish the original purpose of the project, reliably, and at the lowest life-cycle cost without sacrificing safety, necessary quality, and environmental attributes of the project.

If I can be of any other assistance during the interim, please let me know at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles R. Gilbert', with a long horizontal flourish extending to the right.

Charles R. Gilbert
Manager Engineering & Contracts

cc: Mr. Paul Tucker - PNWR

CITY COUNCIL MEETING: June 6, 2005

AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

SUBJECT: *ORDINANCE - STAN K. TEETS*
(CASE NO. 2005-06)

At its last meeting, the Council directed staff to prepare an appropriate Ordinance to grant the comprehensive plan map amendment from Low Density Residential (LDR) to Medium High Density Residential (MHDR) and to grant a zone change from Residential Single Family (RS) to Medium Density Residential (RM) for property located at 800 and 840 Chemawa Road Northeast, Keizer, Oregon. Such Ordinance is attached for your review.

RECOMMENDATION:

Adopt the attached Ordinance.

Please let me know if you have any questions in this regard. Thank you.

ESJ/tmh
attachment

1 BILL NO. _____ A BILL ORDINANCE NO.
2 2005-_____
3 FOR
4 AN ORDINANCE

5 IN THE MATTER OF THE APPLICATION OF STAN K.
6 TEETS FOR A COMPREHENSIVE PLAN MAP
7 AMENDMENT FROM LOW DENSITY RESIDENTIAL
8 (LDR) TO MEDIUM HIGH DENSITY RESIDENTIAL
9 (MHDR) AND A ZONE CHANGE FROM RESIDENTIAL
10 SINGLE FAMILY (RS) TO MEDIUM DENSITY
11 RESIDENTIAL (RM) FOR PROPERTY LOCATED AT
12 800 AND 840 CHEMAWA ROAD NORTHEAST,
13 KEIZER, OREGON (CASE NO. 2005-06)

14 The City of Keizer orders as follows:

15 Section 1. THE APPLICATION. This matter came before the Keizer City
16 Council on the application of Stan K. Teets for a comprehensive plan map change and
17 zone change for property located at 800 and 840 Chemawa Road Northeast, Keizer,
18 Oregon and identified on the County Assessor Map as Township 7 South; Range 3
19 West; Section 02BA; Tax Lots #06000 and 06100. The applicant is requesting a
20 comprehensive plan change from Low Density Residential (LDR) to Medium High
21 Density Residential (MHDR) and a zone change from Residential Single Family (RS)
22 to Medium Density Residential (RM).

23 Section 2. JURISDICTION. The land in question in this Ordinance is within the
24 city limits of the City of Keizer. The City Council is the governing body for the City
25 of Keizer. As the governing body, the City Council has the authority to make final land
26 use decisions concerning land within the city limits of the City of Keizer.

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1 Section 3. PUBLIC HEARING. In addition to the public hearing before the
2 hearings officer on April 14, 2005, a public hearing was held on this matter before the
3 Keizer City Council on May 16, 2005. The following persons either appeared at the
4 City Council hearing or provided written testimony on the application before the
5 Council:

6 1) Troy Plum, Engineer for Developer

7 2) Ken Perkins, Applicant

8 3) Stan Teets, Applicant

9 Section 4. EVIDENCE. Evidence before the City Council in this matter is
10 summarized in Exhibit "A" attached.

11 Section 5. OBJECTIONS. No objections have been raised as to notice,
12 jurisdiction, alleged conflicts of interests, bias, evidence presented or testimony taken
13 at the hearing.

14 Section 6. CRITERIA AND STANDARDS. The criteria and standards relevant
15 to the decision in this matter are set forth in Exhibit "B" attached.

16 Section 7. FACTS. The facts before the City Council in this matter are set forth
17 in Exhibit "C" attached.

18 Section 8. JUSTIFICATION. Justification for the City Council's decision in this
19 matter is explained in Exhibit "D" attached.

20 Section 9. ACTION. The decision of the City Council is set forth in Exhibit "E"
21 attached.

1 Section 10. FINAL DETERMINATION. This Ordinance is the final
2 determination in this matter.

3 Section 11. EFFECTIVE DATE. This Ordinance shall be effective thirty (30)
4 days after its passage.

5 Section 12. APPEAL. A party aggrieved by the final determination in a
6 proceeding for a discretionary permit or a zone change may have it reviewed under
7 ORS 197.830 to ORS 197.834.

8 PASSED this _____ day of _____, 2005.

9 SIGNED this _____ day of _____, 2005.

10

11

Mayor

12

13

City Recorder

EXHIBIT "A"

Evidence

Official notice has been taken of the Planning Department files and reports in this matter, including the application and the exhibits contained therein. In addition, official notice has been taken of all oral and written testimony submitted at the May 16, 2005 hearing.

EXHIBIT "B"

Criteria and Standards

The criteria and standards relevant to the application are found in the Keizer Development Code (KDC). The specific criteria are set forth below:

1. KDC 3.109.04 (Comprehensive Plan Map Amendments Criteria).
2. KDC 3.110.04 (Zone Change Criteria).

No other specific criteria and standards were raised at the hearing.

EXHIBIT "C"

Facts

FINDINGS: GENERAL

1. The applicant is Stan K. Teets.
2. The subject properties are located at 800 and 840 Chemawa Road Northeast, Keizer, Oregon. This property is identified on the County Assessor's map as within Township 7 South; Range 3 West; Section 02BA; Tax Lots #06000 and 06100.
3. The subject properties each contain approximately 41,382 sq ft for a combined total of approximately 82,764 square feet (1.9 acres).
4. The subject properties are currently developed with single family dwellings and have street frontage onto Chemawa Road Northeast. Both properties may be served by public water and sewer.
5. The subject properties are designated Low Density Residential (LDR) in the Comprehensive Plan and zoned Residential Single Family (RS).
6. Properties to the north across Chemawa Road and to the south and east are designated Low Density Residential (LDR) and are zoned Residential Single Family (RS). Properties to the west are designated Medium High Density Residential (MHDR) and are zoned Medium Density Residential (RM).
7. The applicant is requesting approval of a Comprehensive Plan Map Amendment and Zone Change. The request is to change the Comprehensive Plan Designation from Low Density Residential (LDR) to Medium High Density Residential (MHDR) and the zoning designation from Residential Single Family (RS) to Medium Density Residential (RM) on the subject properties. This proposal is to develop an apartment or condominium complex on the subject properties.
8. The Keizer Public Works Department, the Keizer Fire District, the City of Salem Public Works Department and Qwest submitted comments.
9. The Keizer Police Department submitted that they have no comments.

FINDINGS: COMPREHENSIVE PLAN MAP AMENDMENT

10. The proposal would change the existing Comprehensive Plan designation from Low Density Residential (LDR) to Medium High Density Residential (MHDR). This action is classified as a non-legislative action as it involves 5 acres or less adjacent land.

11. The decision criteria for non-legislative Comprehensive Plan Map Amendments are found in Section 3.109 of the Keizer Development Code. The specific criteria and the related findings are set forth below:

- A. Compliance is demonstrated with the statewide land use goals that apply to the subject properties or to the proposed land use designation. If the proposed designation on the subject property requires an exception to the Goals, the applicable criteria in the LCDC Administrative Rules for the type of exception needed shall also apply. KDC 3.109.04(A).

FINDINGS: This action will occur entirely within the City limits; no goal exceptions are required. Compliance with the Statewide Land Use Goals is reviewed below:

Goal 1 - Citizen Involvement: Consistent with local requirements, the application was considered at a public hearing with the final decision resting with the City Council. Citizens had an opportunity to comment and testify.

Goal 2 - Land Use Planning: The proposal is considered to be within the framework of the City's Comprehensive Plan and Development Code. These changes were reviewed consistent with those procedures outlined in the Comprehensive Plan and Development Code.

Goal 3 - Agricultural Lands: The proposal does not involve land located within designated agricultural land. Therefore, this goal is not applicable to this application.

Goal 4 - Forest Land: The proposal does not involve land located within designated forest land. Therefore, this goal is not applicable to this application.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: Based upon the Comprehensive Plan, the subject property does not contain any of the designated Open Spaces, Scenic, Historic or Natural Resources. Therefore, this goal is not applicable to this application.

Goal 6 - Air, Water and Land Resources Quality: This action does not involve uses or activities which will have an adverse impact on the City's air, water and land resources quality. Therefore, this goal is not applicable to this application.

Goal 7 - Areas Subject to Natural Disasters and Hazards: The subject property is not located within the identified flood plain or other identified natural hazards. Therefore, this goal is not applicable to this application.

Goal 8 - Recreational Needs: This action will not affect any identified park or recreation sites. Any proposed development will contribute through the Parks System Development Charges (SDC's) toward providing facilities for recreation needs. Therefore, this goal is not applicable to this application.

Goal 9 - Economic Development: This action involves property used for residential development. Therefore, this goal is not applicable to this application.

Goal 10 - Housing: This action will increase the housing supply by increasing the density limitation on the subject property. The proposal complies with this Goal.

Goal 11 - Public Facilities and Services: Adequate public facilities are available to serve the subject property. The proposal complies with this Goal.

Goal 12 - Transportation: This action does not involve the modification of a transportation system. Therefore, this goal is not applicable to this application.

Goal 13 - Energy Conservation: In general, the proposal will likely be neutral with regard to energy conservation. However, the new structures will be constructed with energy savings materials and techniques to enhance energy efficiency. The proposal complies with this Goal.

Goal 14 - Urbanization: The subject property is within the urban growth boundary and the city limits of the City of Keizer. There is no extension of urban services to a rural area. The proposal complies with this Goal.

Goal 15 - Willamette River Greenway: The proposal does not involve land within the identified Willamette Greenway. Therefore, this goal is not applicable to this application.

Goal 16 to 19 - Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and, Ocean Resources: This proposal does not involve property subject to these goal requirements. Therefore, this goal is not applicable to this application.

Based on the above findings, the proposal complies with the Statewide Land Use Goals.

- B. Consistency with the applicable goals and policies in the Comprehensive Plan is demonstrated. KDC 3.109.04(B).

FINDINGS: The proposed re-designations are appropriate for the Comprehensive Plan designations. The primary Comprehensive Plan goals and policies which need to be addressed are *Significant Natural and Cultural Features*, *Urban Growth and Growth Management*, *Land-Use and Economic Development* and *Plan Diagram and Special Land Use Policies*. The policy statements registered in the Comprehensive Plan in relation to this application request are as follows:

Goals and Policies: Energy Conservation.

FINDINGS: The goals and policies for Energy Conservation are designed to encourage conservation of energy. Goal #4 encourages the creation of multi-centered land use pattern decreasing travel needs with an emphasis on close locational relationship among developments for living, working, shopping and recreation. This request to increase the density of the subject property meets all of these needs by its close proximity to shopping, work, City Hall (Chalmers Jones) Park, transit facilities and Claggett Creek Park. Therefore, this request meets this criterion. In addition, this request meets this goal by providing higher density as an alternative to single-family detached housing.

Urban Growth Policies.

FINDINGS: The development is located within the Urban Growth Boundary with public utilities, fire protection and transportation facilities all existing in the area of this site. Therefore, this request meets this goal and policy.

Goals and Policies: Residential Development.

FINDINGS: This request will provide the opportunity for multi-family dwellings encouraging alternative housing stock from the single family detached dwelling by increasing the current density of the property. Therefore, this request meets this goal and policy.

Goals and Policies.

FINDINGS: The granting of this request encourages affordable housing by increasing the current density therein increasing the opportunity for affordable housing development. Therefore, this request meets these goals and policies.

- C. The Plan does not provide adequate areas in appropriate locations for uses allowed in the proposed land use designation and the addition of this property to the inventory of lands so designated is consistent with projected needs for such lands in the Comprehensive Plan. KDC 3.109.04(C).

FINDINGS: The applicant states “[T]he City of Keizer currently lacks adequate land for residential development within the Urban Growth Boundary to meet projected growth. Amending the current Plan designation from LDR to MHDR will provide additional housing on the subject land, which will affect the City’s current housing shortages in a positive manner. The subject property is located on Chemawa Road which is a minor arterial roadway and a public transit route in close proximity to commercial areas. Locating medium residential housing in this area allows efficient and effective use of the public transit system and provides a logical location for individuals more likely to utilize public transportation.” This request meets this criterion.

- D. The Plan provides more than the projected need for lands in the existing land use designation. KDC 3.109.04(D).

FINDINGS: Due to the lack of land within the UGB available for annexation, and the lack of undeveloped land within the City; the current supply of land available for residential development is depleted below the projected needs. The re-designation of these two properties will help with the current shortfall by providing for the allowance of residential development at a higher density. Therefore, this request meets this criterion.

- E. The proposed land use designation will not allow zones or uses that will destabilize the land use pattern in the vicinity. KDC 3.109.04(E).

FINDINGS: The subject property’s west side is adjacent to three properties designated as Medium High Density Residential (MHDR) and beyond those properties the designation is Commercial. The first two properties to the immediate east are zoned Residential Single Family (RS) and the next segment of land is currently undergoing a comprehensive land use change to the Civic land use designation. This location is an area along Chemawa Rd which is an area that has the potential for transition. This proposed Comprehensive Plan designation is an efficient use of the land and will provide housing closer to commercial centers and along a public transportation route. Therefore, this request meets this criterion.

- F. Uses allowed in the proposed designation will not significantly adversely affect existing or planned uses on adjacent lands. KDC 3.109.04(F).

FINDINGS: The properties to the west are currently zoned Medium High Density Residential (MHDR). The property to the south is currently vacant and no planned uses on the property. The two properties to the east are currently under-developed parcels containing single family dwellings and are located adjacent to a preexisting nonconforming auto upholstery shop. This area has potential for transition in the future; however, there is no proposed master plan for the area. Therefore, this request meets this criterion.

- G. Public facilities and services necessary to support uses allowed in the proposed designation are available or are likely to be available in the near future. KDC 3.109.04(G).

FINDINGS: The request is in conformance with the Comprehensive Plan and the public facility, transportation and community services aspects of that Comprehensive Plan. The existing public utilities located in Chemawa Road have adequate capacity to serve the proposed land use. Public facilities, services and transportation networks are currently in place. Public streets, and sanitary sewer and water lines are in place to serve these properties for the uses permitted under the proposed zones.

Based on the above findings, the proposal complies with decision criteria for the proposed change in Comprehensive Plan designation.

FINDINGS: ZONE CHANGE

12. The zone change review criteria are found in Section 3.110 of the Development Code. The specific criteria and the related findings are noted below:

- A. The proposed zone is appropriate for the Comprehensive Plan land use designation on the property and is consistent with the description and policies for the applicable Comprehensive Plan land use classification. KDC 3.110.04(A).

FINDINGS: If the proposed Comprehensive Plan Amendment is approved, the proposed rezoning of the property is appropriate for, and consistent with the description and policy for the proposed MHDR Comprehensive Plan land use designations of the properties. If the Comprehensive Plan land use designation is not approved then this zone change will not be appropriate.

- B. The uses permitted in the proposed zone can be accommodated on the proposed site without exceeding its physical capacity. KDC 3.110.04(B).

FINDINGS: The ground is relatively flat, has no unusual features, and presents no apparent physical limitations or conditions that require special measures or

considerations, or that would prevent or impair the development of the proposed use. The minimum lot size for multi-family development is 9,000 sq ft. The subject property is approximately 1.9 acres. The uses permitted in the RM zone can be accommodated on the proposed site. Therefore, this request meets this criterion.

- C. Allowed uses in the proposed zone can be established in compliance with the development requirements in this Ordinance. KDC 3.110.04(C).

FINDINGS: The Keizer Development Code outlines specific requirements for property development. These standards govern parking, buffering, vision clearance areas, special setbacks, and other applicable development requirements. There is nothing unusual about these properties that suggest that the allowed uses in the proposed zone would have any particular difficulty in meeting those development requirements. Compliance with all applicable development requirements will be assured through the building permit process. Therefore, the proposed zone change can satisfy this criterion.

- D. Adequate public facilities, services, and transportation networks are in place or are planned to be provided concurrently with the development of the property. KDC 3.110.04(D).

FINDINGS: The existing public facilities have the capacity to meet the service needs of all uses permitted within the proposed zone change. Therefore, this request meets this criterion.

- E. For residential zone changes, the criteria listed in the purpose statement for the proposed zone shall be met. KDC 3.110.04(E).

FINDINGS: The criterion for the RM zone states that the zone “is primarily intended for multiple family developments on a parcel...at medium residential densities. ...RM zones are located in areas designated Medium and High Density Residential in the Comprehensive Plan. They are suited to locations near commercial areas and along collector and arterial streets where limited access is necessary so that traffic is not required to travel on local streets through lower density residential areas.” The proposed sites meet with this criterion. They are located near commercial areas to the west and are located on a minor arterial street (Chemawa Rd). In addition, the proposed Comprehensive Plan designation is MHDR which allows the RM zoning classification. Therefore, this request meets this criterion.

- F. The following additional criteria shall be addressed: KDC 3.110.04(F).

The supply of vacant land in the proposed zone is inadequate to accommodate the projected rate of development of uses allowed in the zone during the next 5 years.

or the location of the appropriately zoned land is not locationally or physically suited to the particular uses proposed for the subject property, or lack site specific amenities required by the proposed use. KDC 3.110.04(F)(1).

FINDINGS: The applicant's statement indicates, and has been verified, that there currently are only three (3) vacant RM zoned lots within Keizer. Therefore, this request meets this criterion.

The supply of vacant land in the existing zone is adequate, assuming the zone change is granted, to accommodate the projected rate of development of uses allowed in the zone during the next five years. KDC 3.110.04(F)(2).

FINDINGS: The City of Keizer cannot currently supply the expected need of RS zoned property due to constraints of the UGB. The rezoning of this property to RM will help to increase the overall supply of available housing within the City, helping to alleviate the potential for any overall housing shortage. Therefore, this request meets this criterion.

The proposed zone, if it allows uses more intensive than other zones appropriate for the land use designation, will not allow uses that would destabilize the land use pattern of the area or significantly adversely affect adjacent properties. KDC 3.110.04(F)(3).

FINDINGS: The proposed zoned change to RM will not adversely affect adjacent properties given that the surrounding properties are also zoned for residential use. The subject properties are located adjacent to an arterial street and near commercial areas which are advantageous to the development of this site. Therefore, this request meets this criterion.

EXHIBIT "D"

Justification

The applicant has the burden of proving that the application meets relevant standards and criteria to be applied in the particular case.

In this case, the applicant is requesting a comprehensive plan map change and a zone change to develop an apartment of condominium complex on the subject property located at 800 and 840 Chemawa Road Northeast, Keizer, Oregon.

The hearings officer had denied the request due to the fact that there was no evidence that the current zone had adequate supply. However, the City Council finds that under these circumstances, the intent of the criteria is met. The Council interprets the provision not to apply in this limited situation. (See Finding #12F.)

The applicant has demonstrated that when the conditions set forth in Exhibit "E" are imposed and complied with the proposal meets the applicable criteria set forth in the Keizer Development Code Sections KDC 3.109.04 and KDC 3.110.04. As conditioned, the application should be granted.

EXHIBIT "E"

Action

The City of Keizer hereby GRANTS the requested comprehensive plan map change to Medium High Density Residential (MHDR) and also hereby GRANTS the requested zone change to Medium Density Residential (RM), subject to the following conditions:

1. Prior to demolition of any buildings located within the subject properties that are hooked up to sanitary sewer, a sewer disconnect permit is required from the City of Salem. Prior to demolition of any residential structures a demolition permit must be obtained from the City of Keizer, Community Development Department.
2. The development of the property shall comply with all applicable requirements of the Keizer Development Code, other applicable City regulations and the building requirements of the Marion County Building Inspection Division.
3. Improvement work shall not commence until plans have been checked for adequacy and approved by the Department of Public Works. Plans shall be prepared in accordance with requirements of the City.
4. Improvement work shall not commence until the Public Works Department has been notified in advance; and, if work has been discontinued for any reason, it shall not be resumed until the Public Works Department has been notified.
5. Improvements shall be constructed under the inspection and to the satisfaction of the City Engineer and the Director of Public Works. The City may require changes in typical sections and details in the public interest, if unusual conditions arise during construction to warrant the change.
6. Connection to existing sewer that serve the general area is required and is the responsibility of the developer of the property. The existing sanitary sewer line in Chemawa Road will accommodate the proposed development. A private sanitary sewer line will be required to serve the new lots.

Prior to Plan Submittal:

7. A Pre-design meeting with the City of Keizer Department of Public Works will be required prior to the Developer's Engineer submitting plans to either the City of Keizer or the

City of Salem for review. An engineering site plan shall be submitted for review and approval to the Keizer Department of Public Works. The site plan shall include information concerning storm water detention, street improvements, easements, sewer, water and other engineering information as necessary to show compliance with Public Works development standards. At the predesign meeting the following items shall be submitted for review and approval:

- a. A master water system plan showing proposed routes of public water mains, fire hydrants and individual services.
- b. An overall storm drainage plan which provides service to this development consistent with the City of Keizer Master Storm Drain Plan for this area of Keizer. The storm drain outlet for the subject property shall be a connection to the existing storm drain line recently constructed in Chemawa Road. All storm water and roof drains are to be connected to an approved system designed to provide adequate drainage for the proposed new driveways and other hard surfaces.

A grading and drainage plan shall be developed for the subject property. Details shall include adequate conveyance of storm water from adjacent property across the subject property. This plan shall be submitted for review and approval by the Department Of Public Works prior to the issuance of any permits for street or storm drainage for the subject property. Grading and drainage plans shall be in conformance with the City of Keizer Public Works Standards and Keizer Development Code.

Additional information regarding street grades, site grading, inverts, etc, shall be submitted prior to any plan approval.

- c. Local sewer permits are required prior to construction and are issued through the City of Salem.
- d. The plans must show conformance with the Keizer Fire Department access, turnaround and water supply requirements (fire hydrants).

Prior to submitting plans to the City of Salem for approval, plans shall be submitted to the Public Works Department for review and determination of compliance with the City of Keizer's Master Sewer Plan for the area.

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Prior to Issuance of Construction or Building Permits by The Department Of Public Works:

8. Construction permits are required by the Department Of Public Works prior to any public facility construction.
9. An improvement agreement shall be executed between the developer and the City of Keizer prior to issuance of any building permits.
10. Any required water line connection taps shall be built to the City of Keizer standards and paid for by the developer.
11. Final development plans shall be submitted to the appropriate Fire District for review and approval regarding access and adequate location of fire hydrants. If a fire hydrant is required within the proposed development an 8-inch water main will be required. Location of all water meters to be approved by Keizer Public Works Department.
12. A master utility plan including all proposed power, telephone, gas and cable TV lines shall be submitted to the Department of Public Works for review prior to the Department issuing construction permits for the proposed project.
13. A Pre-construction conference shall be required prior to commencement of any construction under permits issued by the City.
14. Any wells on the subject property shall be abandoned. Certification that any abandonment meets the standards of the State of Oregon shall be submitted to the Department of Public Works.
15. One driveway from Chemawa Road to the subject property will be allowed. It shall be located to eliminate conflicts with turning movements on 8th Avenue.
16. Per the City of Salem; all sewer permits and System Development Charges are due at the time of building permit issuance.

During Public Improvements:

17. All underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed at a length eliminating the necessity to disturb the street improvements when service connections are made.

18. Street improvements to Chemawa Road will be required as part of the construction plans for the subject property. The improvements shall include curbs and sidewalk. Construction shall be to City of Keizer Street standards. The Chemawa Road improvements shall include ½ of a standard arterial street with appropriate tapers at each end. (The Department of Public Works is currently working on obtaining bids for construction of this portion of Chemawa Road. In a letter sent to the applicant the Public Works Department agreed to waive the above requirement for the street and sidewalk improvements if the applicant grants an easement along the frontage of Chemawa Road adequate for construction of a 6 foot wide sidewalk. No response to the letter was received).

Prior to Satisfaction of Improvements:

19. Certified as-built drawings of all public utility improvements shall be provide to the City's Public Works Department upon completion of the public improvements and prior to final acceptance of the improvements by the City.

20. A minimum of ten feet shall be provided for a public utility easement (PUE) to be provided along the frontage of all lots. The PUE must be located outside the proposed access road.

21. The residential address requirements found in the Oregon Uniform Fire Code shall be completed as approved by the Keizer Fire District.

Prior to Final of Occupancy Permit:

22. No final occupancy will be approved until the address requirements found in the Oregon Uniform Fire Code and City of Keizer regulations shall be completed as approved by the Keizer Fire District.

COUNCIL MEETING: _____

AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS C. EPPLEY
CITY MANAGER**

**FROM: TRACY L. DAVIS, CMC
CITY RECORDER**

SUBJECT: WORKERS COMP COVERAGE FOR VOLUNTEERS

ISSUE:

Beginning in 1993, the City of Keizer has included volunteers, such as those serving on the City Council, Boards and Commissions, Keizer Reserve Officers, Parks Volunteers, etc. to be included in the Workers Compensation coverage. Our Insurance Company, City Council Insurance Services, requests a new Resolution be adopted annually to continue this coverage.

RECOMMENDATION:

It is recommended the City Council adopt the attached Resolution Extending Workers Compensation Coverage to City of Keizer volunteers.

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2
3 Resolution R2005- _____

4
5 EXTENDING WOKERS' COMPENSATION INSURANCE COVERAGE TO
6 CITY OF KEIZER VOLUNTEERS

7
8 WHEREAS, the City of Keizer elects the following:

9 Pursuant to ORS 656.031, workers' compensation coverage will be provided
10 to the classes of volunteer workers listed on the attached Volunteer Election Form.

- 11 1. An assumed monthly wage of \$800 per month will be used for public
12 safety volunteers; and
- 13 2. Non-public safety volunteers will keep track of their hours and have their
14 assumed payroll reported in the correct class code for the type of work
15 being performed using Oregon minimum wage; and
- 16 3. A roster of active volunteers (public safety and non-public safety) will be
17 kept monthly for reporting purposes. It is acknowledged that City/County
18 Insurance Services may request copies of these rosters during year-end
19 audit; and
- 20 4. Unanticipated volunteer projects or exposure not addressed herein will
21 be added onto the City of Keizer's coverage agreement by endorsement
22 with advanced notice to CIS and allowing at least 2 weeks for processing.
23 It is hereby acknowledged that coverage of this type cannot be
24 backdated.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Keizer that the City of Keizer hereby elects, pursuant to ORS 656.031/656.041 to provide workers' compensation coverage as indicated above.

PASSED this _____ day of _____, 2005.

SIGNED this _____ day of _____, 2005.

Mayor

City Recorder



MINUTES
KEIZER CITY COUNCIL SPECIAL SESSION
Tuesday, May 4, 2005
Keizer City Hall
Robert L. Simon Council Chambers
Keizer, Oregon

CALL TO ORDER Mayor Christopher called the regular meeting to order at 5:45 pm.
Roll Call was taken as follows:

Present:

Lore Christopher, Mayor
Richard Walsh, Council President
Jacque Moir, Councilor
Troy Nichols, Councilor
Chuck Lee, Councilor
Jim Taylor, Councilor
David McKane, Councilor

Staff:

Shannon Johnson, City Attorney
Rob Kissler, Public Works
Marc Adams, Police Chief
Bill Peterson, City Attorney
Chris Eppley, City Manager
Tracy Davis, City Recorder

Absent:

Delilah Calhoun, Youth Councilor

PUBLIC TESTIMONY None

PUBLIC HEARING
Keizer Station
Improvements and
Proposed Local
Improvement
District

City Attorney Shannon Johnson noted that this was the appropriate time for anyone to object to the improvements, the formation of the district or the proposed assessments.

Mayor Christopher opened the public hearing.

Bill Peterson, City Engineer, explained the improvements proposed, the local improvement district boundaries and the benefits of the district. He noted that the total estimated cost of the project is \$24,000,000+; the total costs which will be spread excluding bond sale will be \$16,790,000.

Norm Hill, Salem, representing the Lowery family noted that an agreement has been reached with Northwest National to acquire all of the Lowery property; should the transaction take place, the objections to the LID will be dropped. He pointed out violations of rights, procedures and substance, noting that the land is appraised at \$755,577.07 and the assessment for the LID is \$693,217.61 (\$5.04 per square foot when Lowe's and Target are at only \$2 per square

foot). He explained that the logic is that Target and Lowe's will generate the most traffic, creating a greater need for the infrastructure, and required to pay less. He concluded that they should pay more because they are creating the need for the infrastructure. Mr. Hill then responded at length to questions from members of the council.

Terrance Kay, Salem, attorney for the Rawlins family questioned how the Rawlins property became part of this development stating that they only recently became aware of it. He added that the assessments are gross and disproportionate adding that he has requested that the hearing be continued and confirmed that this has been filed. He then noted that he had only been involved in this project about one week and pointed out violations to constitutional due process rights, unfair assessments, disproportionate treatment of Target and Lowe's. He reiterated his request to leave the record open for a month and concluded that without further negotiations there will be no other recourse other than to put the entire proposal for the district, improvements and assessments in the hand of the courts.

Dialogue then took place regarding the subject property and the proposed infrastructure and possible benefits to the landowners. Mr. Kay concluded that his clients would participate in the development when the owners want to develop their property. Mr. Walsh voiced assumptions regarding the value of the property and marketability and questioned if delaying a decision until the next Council meeting would be agreeable to Mr. Kay. Mr. Kay noted that he would take what he could get and commented on the market value of the property. Additional questions and dialogue followed regarding the LID, timeframe, equitability and notification.

Allan Roodhouse, McMinnville, the professional shopping center developer hired by Northwest National and hired by the City as the CEM for the project, reviewed his qualifications and explained the concessions given to the two anchor stores of this development (Lowe's and Target) adding that because these retailers are highly discounted, their margin of profit is lower making them unable to pay as much per square foot of building size in assessments as the smaller tenants. He explained that the Rawlins property is benefited by this development adding that Northwest National has made an offer for the Rawlins property that is higher than any other property that has been acquired. He stressed that the development schedule is at the end of the line, this is the last step to be completed before Lowe's can buy their property and start building their building, with Target following in about a month and opening dates set for October and March respectively. If there is any delay it will stop construction which would be extremely detrimental to the project. He added that the appraisal on

the property is outdated and inappropriate for use in comparison to the assessment and suggested an appraisal after the public improvements are in place would be much higher and more appropriate. He concluded that Northwest National has offered a high dollar amount to the Rawlins family for the property and the offer still stands. If the offer was accepted, Northwest National would then be responsible for that portion of the LID assessment. Dialogue followed regarding the property, legal remedy, reassessment, the appropriateness of the reduced rate for Lowe's and Target and the assessment rate of other retailers.

Roger Alfred, on behalf of Lowe's, discouraged the delay of this proceeding pointing out that the Rawlins family has been involved in the process, known of the development of the property, and that just because their attorney only became involved in the proceedings ten days ago, that was not valid cause for delay, particularly in light of the fact that they would still have the option of petitioning for reassessment.

Mr. Kay noted for the record that there was no offer on the table on the Rawlins property and stressed that he felt the deadline was unreasonable and that it was unreasonable to assume that Lowe's and Target would not come up with an additional \$600,000 over the life of the LID in order to open their establishments. City Engineer Bill Peterson responded that the proposed opening dates for Target and Lowe's were not unreasonable. Discussion followed regarding delaying the decision vs. petitioning for reassessment and the possibility of a legal process being filed to stop the establishment of the LID.

Councilor Walsh moved to continue the public hearing until the next regular session on May 16. Councilor McKane seconded.

Chris Eppley pointed out that the interim line of credit set for the May 16th meeting would be thrown off if the LID is not approved.

The motion failed as follows:

AYES: Lee, Walsh and McKane (3)

NAYS: Christopher, Nichols, Moir and Taylor (4)

ABSTENTIONS: None (0)

ABSENT: None (0)

Mayor Christopher closed the public hearing.

**RESOLUTION ~
Forming Keizer
Station
Improvements
Local Improvement
District**

Councilor Walsh moved to adopt Resolution R-2005 Forming Keizer Station Area A Local Improvement District. Councilor Moir seconded.

Councilor McKane questioned the necessity of inclusion of the Rawlins property in the LID. Chris Eppley explained that the property is included in the Keizer Station plan with zoning and improvements that are beneficial to it. Additionally these improvements add significant (more than \$3.7 million) value to the property. Bill Peterson explained the improvements that are not visible on the plan are beneficial to this property and therefore the owners of the property should be assessed for those improvements.

The motion passed as follows:

AYES: Christopher, Nichols, Lee, Moir, and Taylor (5)

NAYS: McKane and Walsh (2)

ABSTENTIONS: None (0)

ABSENT: None (0)

**ORDINANCE ~
Spreading
Assessments to
Keizer Station Local
Improvements
District**

Shannon added language to Section 1 (1), page 2, line 13: Summary of cost assessed for the construction of street improvements and other infrastructure referenced above to serve the area known as.....

Councilor Walsh moved to adopt a Bill for an Ordinance Spreading Assessments to Keizer Station Area A Local Improvement District as amended in Section 1(1) after the word street improvements to include and other infrastructure referenced above. Councilor Moir seconded.

The motion passed as follows:

AYES: Christopher, Nichols, Lee, Moir, and Taylor (5)

NAYS: McKane and Walsh (2)

ABSTENTIONS: None (0)

ABSENT: None (0)

City Attorney Johnson noted that because the Ordinance did not pass unanimously a second reading was required, and this would be done at the May 16 meeting.

ADJOURNMENT

Mayor Christopher adjourned the meeting at 7:38 p.m.

APPROVED:

MAYOR:

Debbie Lockhart, Deputy City Recorder

Lore Christopher

COUNCIL MEMBERS

Councilor #1 – David McKane

Councilor #4 – Jacque Moir

Councilor #2 – Troy Nichols

Councilor #5 – Richard Walsh

Councilor #3 – Charles E. Lee

Councilor #6 – James Taylor

Minutes approved:
